

MOTOR RACING

and
ECONOMY CAR NEWS

Vol 4--No. 20 --- Culver City, Calif.

JULY 24-31, 1959

(Published Bi-Weekly except last issue of Calendar Year)

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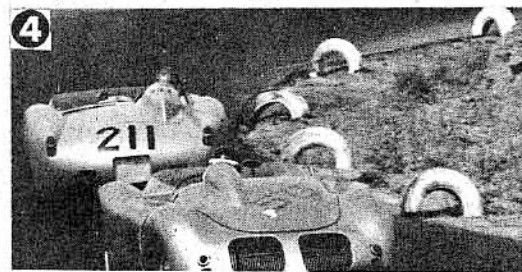
It's Ginther at Riverside



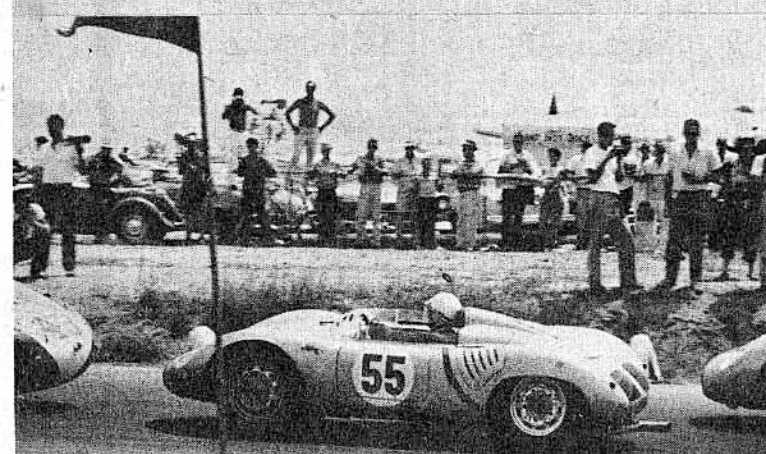
CAMERA OF Bill Norcross catches a fine closeup of Richie Ginther on his way to victory in Riverside USAC pro race, July 19. He drove

Eleanor von Neumann's 4.1 Ferrari, averaged 88.75mph for the 150 miles. Additional photos--pages 1, 4 and 5.

Ginther Riverside Winner



1 RICHIE GINTHER, Riverside GP winner, demonstrates in this photo sequence how he negotiated turn 6 in 4.1-liter Ferrari. (MOTORACING photos by Gus V. Vignolle)



SAM WEISS booms his Porsche RSK (top) ahead of Bob Holbert up the grade leading into turn 6 at Riverside SCCA national race, July 18. Weiss won over-1500cc feature for modifieds, Holbert was 3rd. Center: Weiss on his way to 2nd in \$10,000 race the next day. Bottom: He's about to pass Lloyd Ruby's 4.5 Maserati. (Top photo by Bill Norcross, other MOTORACING photos by Gus V. Vignolle)

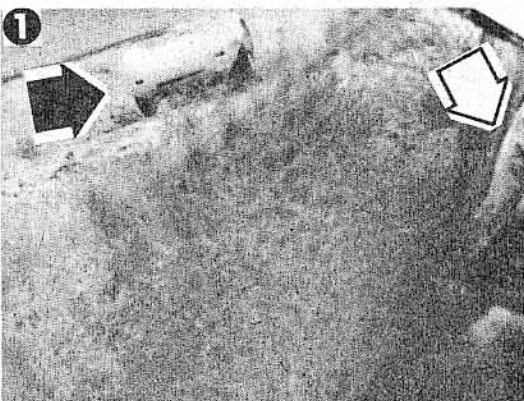
BRABHAM VICTOR
 AINTRÉE, England, July 18--Australia's Jack Brabham increased his lead for the world's driving championship here today by winning the British GP in a Cooper Climax. He averaged 89.88mph for the 225-mile race. Then came: 2. Stirling Moss, BRM; 3. Bruce McLaren, Cooper Climax; 4. Harry Schell, BRM; 5. Maurice Trintignant, BRM; 6. Roy Salvadori, Aston Martin. Phil Hill was sidelined when Ferrari withdrew due to a factory strike.

(Read Henry N. Manney's detailed story on this race in the next issue of MOTORACING).

PORSCHE SCORES

THOMPSON, Conn., July 19--Newton Davis, Porsche RS, averaged 67.2mph here as he won the 30-mile feature staged by the

NY region of SCCA on this 2-mile course. He was followed by Johnny Meyer, Cad Spl; Gordon MacKenzie, C-Jag.



FLIPPING IS getting to be a habit with Art Bunker. (1) Black arrow shows Porsche heading into bank at turn 8. Spectators (white arrow) get closeup view of action behind fence.

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Riverside Race Chart

USAC \$10,000 Kivans "Grand Prix"

150 Miles Riverside Intl. Raceway - 3.275 Miles

Time: 1h44.6m. 47 laps, 153.925mi. Avg. speed of winner: 88.75mph.

Pos.	Secs. Behind	Driver	Make	Under Over 2000	Hometown
1	--	Richie Ginther	4.1 Ferrari		Granada Hills, Calif.
2	145	Sam Weiss	Porsche RSK	1	Sacramento
3	115	Ken Miles	Porsche RSK	2	Hollywood
4	111	Bob Holbert	Porsche RSK	3	Allendale, Pa.
5	1121	Ricardo Rodriguez	Porsche RSK	4	Mexico City
6	1153	Chuck Daigh	Edgar Chevy Spl.		Long Beach, Calif.
7	1199	Dick Morgensen	Ferrari T.R.		Phoenix
8	212	Alan Connell	3.0 Ferrari Testa R.		Ft. Worth
9	2164	Lloyd Ruby	4.5 Maserati		Dallas
10	2170	Wayne Weiler	Lister Corvette		Phoenix
11	2179	Jay Chamberlain	Lotus Mk. 15	5	No. Hollywood
12	21130	Don Hulette	Chevy Special		Van Nuys, Calif.
13	2114	Jack Graham	Aston Martin DB3S		San Jose, Calif.
14	61109	Josie von Neumann	3.0 Ferrari		Hollywood
15	9132	Loyal Katskee	Ferrari Monza		Omaha
16	14183	Phil Carter	Talbot Lago		Long Beach, Calif.
17	161	Art Snyder	Lotus LeMans	6	Gardena, Calif.

DNF: Harry Hanford, OSCA; Pedro Rodriguez, Jr., 3.0 Ferrari, rear end out, lap 36; Bob Murphy, Lincoln Special, black-flagged, leaking oil, lap 2; Bill Stroppe, Mercury Rdstr., lap 31; Billy Cantrell, Meyer Drake, driver heat exhaustion, lap 18; Jim Jeffords, Chevy Seagrab, broken gas tank, no brakes, lap 13; Duane Carter, Maserati, lap 18; Art Bunker, Porsche RSK, flip, turn 8, lap 28; Bob Bondurant, Corvette, right rear tire blew, lap 38 (clutch out, lap 3); Bill Krause, 4.5 Maserati, driver heat exhaustion, lap 29 (Pete Woods drove 2 laps, car withdrawn); Bob Oker, 4.9 Ferrari, blown engine, lap 8; Skip Hudson, 4.9 Ferrari, no oil pressure, lap 23; Jack Nethercutt, Ferrari T.R., ruptured gas line, lap 19; Stan Peterson, Lotus Mark II, clutch, lap 27; Bob Chalmers, Lotus Mark II; John Mants, Mercedes-Corvette, injector pump, lap 12; Jack McAfee, Porsche RS, engine quit, lap 15.

Weiss Takes SCCA Nat'l in Porsche

By W. R. C. SHEDENHELM
 MOTORACING Staff Writer

RIVERSIDE, CALIF., July 18--The SCCA's 20-lap national main event was a Sam Weiss show from the drop of the starting flag when the Sacramento Flyer shot his RSK Porsche through turn 1 first. Hot on Sammy's tail pipes were Dick Morgensen (3.0 Ferrari Testa Ros-

(Continued on page 6)

PHOTOS GALORE ON PAGES 4 & 5

Two full pages of photos, practically all of them of the SCCA Nat'l. races and the USAC \$10,000 feature at Riverside, appear on Pages 4-5 of this issue. These are in addition to pictures appearing on this page and the front cover.

Ferrari, Then 4 Porsches

BY GUS V. VIGNOLLE

MOTORACING Staff Writer

RIVERSIDE, Calif., July 19---Richie Ginther, slight 28-year-old driver from Granada Hills, Calif., was contemplating entering a Northern Calif. pro race following his smashing victory here today in the 150-mile "Kivans Grand Prix" for \$10,000.

He drove Eleanor von Neumann's 4.1-liter Ferrari to victory at an average speed of 88.75 mph, three-quarters of a lap ahead of Sam Weiss, Sacramento, in the van of a parade of four Porsche RSKs that followed Ginther.

Only Weiss (in a 1600 Porsche as compared to 1500s for the others) finished in the same lap with Ginther in this USAC show.

More than a lap behind Weiss came Ken Miles, Bob Holbert, 17-year-old Ricardo Rodriguez, of Mexico City, Chuck Daigh, Edgar Chevy Spl., 6th; Dick Morgensen, Ferrari Testa Rossa, 7th; Alan Connell, 3.0 Ferrari, 8th; Lloyd Ruby, 4.5 Maserati, 9th; Wayne Weiler, Lister Corvette, 10th.

It was a good race and a great victory for one of the best sports car road racing pilots in the U.S. but actually there was little in the way of thrills this broiling day that could have been much more miserable had the clouds not obstructed Old Sol.

At around 100 degrees, however, it was bad enough before a crowd estimated at about 20,000. We would venture the paid figure was closer to 10,000.

(Continued on page 3)



- NOT SO SPRITE
- BUNKER'S FLIPS
- ELEANOR ON TOP

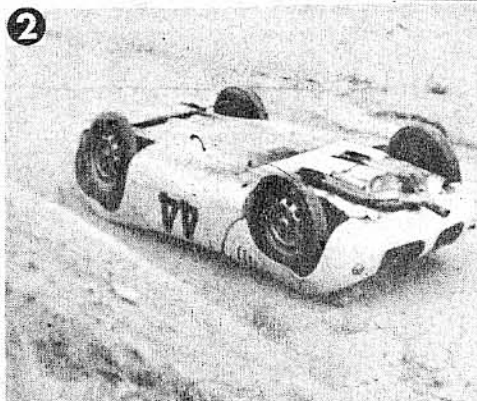
NOTES & COMMENT:

A Healey Sprite almost disintegrated and its driver, Phil Bowles, was critically injured when he flipped in the recent SCCA Dunnellon, Fla., races. Officials deserve a blast for trying to hide this accident.

Lonnie Rix, Savannah, won the 30-lap feature in an OSCA, avg. 72.7mph. Hit of the meet was a German mechanic, Josef (Wha') Hoppen, 2nd in a Porsche Spl. One race was called at end of six laps due to a torrential downpour...

Watch for my open letters to John Beazley of Gough, and that clown who bores me on the phone knocking Renault ... That No. Calif. promoter had to up the purse to a flat \$5000 guarantee to get a USAC sanction for Vaca Valley, Sept. 20. A drivers' group may put on the amateur

(Continued on page 2)



(2) Overturned car, with Bunker still pinned inside. (3) Bunker, left, is seen walking away unhurt. (Photos by Lee Burckhardt)

PITSVILLE

BY MARIE DIXON SCCA-USAC RIVERSIDE JULY 18-19

On the 1st lap in the 2nd race on Sat. JIM PIGOTT went up the bank on turn 4 in his Cooper. After returning to the course he drove 2 more laps before a broken radiator put him out.

Getting his Lotus out of shape in turn 9 cost KURT NEUMANN the lead in the same race.

While trying to regain lost time he went up the bank on turn 6 and flipped. Kurt was unhurt.

After being nerfed by a Lotus, JIM EICHENLAUB flipped his OSCA in turn 8. He came out unscathed.

When the throttle stuck on BILL PARMELEE's F3, he came close to losing it. He got safely off the course but had to sit the rest of the race out as the exhaust pipe was about to fall off. This was the first time for car and driver.

CHARLES MCCARTY dropped out when the shift lever broke on his F3.

Soon after the start of the women's race GINNY SIMS started to lose time in TOM LUNDIN's blue Corvette. On the last lap she pulled into the pits, stuck in gear. Mechanics began work frantically as SKIP CONKLIN was slated to drive the car in the next race. They freed the gear in time and Skip started in the right pole position. He led the 1st lap but JIM JEFFORDS took over in turn 9. Then teammate BOB BONDURANT came up on Skip in the esses and Skip swung wide to let him through. This caused Skip to lose control and the car flipped about 3 times (not end-over-end as has been reported).

Skip's first reaction when he felt the car going was to switch the ignition off and loosen his safety belt. He was dumped out on his back on the first flip and, as anyone who saw the car will tell you, it's a good thing. Skip was released from the hospital Monday evening with a sprained ankle, a broken little finger and a very sore back.

FRED GRANT had to retire his Corvette when he lost the harmonic balance.

While driving into turn 9 VINCE MAYELL's Corvette was hit in the rear by another Corvette (BOB HOFFMAN at the wheel), and sent into the guard rail. He continued to make a pit stop minus the deck lid and other hunk of fiberglass. Two of his crew were standing in the racing pit waving Fred to a stop—while Fred was madly waving THEM out of the way because the impact had broken his brake line and he couldn't stop. They jumped in time and, after Fred went up on the bank at the end of the pits, he finally stopped. BOB HOFFMAN was black-flagged on the next lap.

On the 12th lap of this 15 lap race TOM FRANK flipped his Corvette on turn 3. When the remaining ambulance left the S/F line the red flag was brought out immediately and the race was stopped. While waiting at the S/F line the drivers were the first to suggest calling the race. Starter AL TORRES told the scorers to go back to the 11th lap for the official finish. So, the boy who flipped his car on the 12th lap finished the race 19th overall. Tom walked away from what was left of his car and medical assistance wasn't necessary.

After the race, JIM JEFFORDS, who finished 2nd and quite a way behind Bondurant, lodged a protest against Bob's Corvette 'cause the car was running recaps. At pre-race tech this had been brought up and being that all but two Corvettes had recaps, it was decided to let them run. It was agreed to by all, or so we thought. Jeffords decided after the race to go by the book. It was brought to his attention that he had passed on a yellow flag and if he was protested on this point, he would be unable to compete in the GP, whereas it would only be the tires on Bondurant's car and he could go merrily on his way. The protest was dropped.

In the main on Sat. JEAN PIERRE KUNTLE hit the guard rail in the 1st lap in turn 9 breaking the steering arm. They were unable to fix it for the GP.

During practice for the GP on Sun. many cars

were in and out of the pits checking and re-checking various items.

DON HULETTE used a stock engine for this race - no troubles.

The RS driven by JACK McAFEE was suffering from fuel starvation.

JAY CHAMBERLAIN ran out of brakes in his 2-liter Lotus.

The ex-REVENTLOW Scarab was having clutch difficulties.

After qualifying, KEN MILES was having trouble with the rubber boot of the clutch.

RICHIE GINTHER officially holds the new lap record at 2:06.09.

TOM LUNDIN's crew was sitting in the pits, biting their fingernails, wondering if the engine switch in Bondurant's Corvette would be finished in time for qualifying.

DON BACHTOLD, JACK WILLIAMS and JOHN DIXON began the switch Sat. eve. and were still at it Sun. morn. Just like in the movies, the "Madness Special" arrived just in time for the hero driver to step in and qualify. After all that work the clutch went on the 3rd lap but Bob stayed in, stroking it. On the 38th lap, with only 9 to go, the right rear tire blew.

At the end of the 1st lap LOYAL KATSKEE pulled his Ferrari Monza into the pits to have the front left fender pulled away from the tire and again on the 3rd because he was throwing water.

The Lincoln Spec. driven by BOB MURPHY was black-flagged on the 2nd lap for leaking oil.

BOB OKER, driving FRANK ARCIERO's 4.9 Ferrari, was out on the 8th lap with a blown engine.

The Talbot Lago was missing badly on the 3rd lap and pulled out on the 15th lap, overheating. After the car cooled off, PHIL CARTER re-entered the race and finished.

STAN PETERSON had the Lotus MK II in the pits numerous times with clutch problems and retired about one-fourth of the way through the race.

On the 12th lap the Mercedes-Corvette driven by JOHN MANTZ retired when the injector pump quit working.

During the same lap JIM JEFFORDS brought the Scarab into the pits with a broken gas tank and without any brakes.

JACK McAFEE became a spectator when the engine in the RS quit.

At the start of the 16th lap CHUCK DAIGH pitted the Edgar-Chevy Spec. for a tire check. It was deemed unnecessary and he was quickly on his way, losing only 2 positions.

The heat got to BILLY CANTRELL and on the 18th lap he pulled the Meyer-Drake into the pits. He was so hot he could hardly hold the wheel.

RICARDO RODRIGUEZ spun his RSK between turns 1 and 2 on the 21st lap, losing 1 position.

During the same lap JACK NETHERCUTT pulled his Ferrari TR off the course between 7 & 8 with a ruptured gas line, and DICK MORGENSEN spun his Ferrari TR.

RACE CALENDAR

AUGUST

- 1 - 2: SCCA Northwest region Sea-fair races, Shelton, Wash.
- 2: German Grand Prix, Avus, Germany
- 8 - 9: Grand opening Continental Divide Raceways, races, Castle Rock, Colo.
- 9: El Camino Car Club races, San Luis Obispo, Calif.
- 15-16: SCCA SF region races, Tracy, Calif. airport
- 23: Portugal Grand Prix, Oporto.
- 29-30: SCCA Washington D.C. region races, Marlboro, Md.
- 30: SCCA Kansas region races.

Rallies

AUGUST

- 1 - -SANTA MONICA PCCA TWILIGHT RALLY II 7 PM Oscar's Sepulveda & Sherman Way, Van Nuys, 4 hr. nav. \$2 Stk & Mod. Terry Martindale OR 2-8519
- 2 - -R A M RIANGLAS CHAMPIONSHIP SLALOM GRAND PRIX II, SCCSCC Championship
- 8-9 - -SCCA LOS ANGELES REGION EL CAMINO REAL RALLY National Championship Apple Valley Inn 6 AM \$15 Joe Bechtel Rallymaster FR6-1538
- 12-15 - -INTERNATIONAL ONE THOUSAND RALLY (New York) Louis Batori 27 Ash St. Floral Park, N. Y.
- 14-16 - -RALLY OF THE MILLION LAKES (Finland)
- 15-16 - -SANTA MONICA PCCA RALLY DE ORO V SCCSCC Championship event. 10 hrs. nav. 9 PM Oscar's Sepulveda Blvd. & Sherman Way Van Nuys \$5 Bob Piercy & Al Nesbitt Co-Rallymasters. Ruth Piercy AX 1-9373

LETTERS

Letters to the Editor are omitted from this issue of MOTORACING due to lack of space. They will be resumed in the next issue.

MOTORACING

AND ECONOMY CAR NEWS

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VIGNETTES

(Continued from Page 1)

races. SCCA and CCCC had wanted no part of this deal.

Coming: "Scuderia Thud's" answer to Pete Lovely on the nerfing at Laguna Seca... Amigo Capitan "Red" Crise seeks FIA approval for the big Nassau races to count for the world's sports car championship...

Nassau Invites

Out of 123 applications for Nassau to date, 20 invitations have been extended--Sam Crooks, Eddie Crawford, Ed Spicer, R. Publicker, Gaston Andrey, Roy Schechter, Johnny Cuevas, Ken Miles, Oliver Schmidt, Gil Geitner, Alan Connell, Carl Dorr, Antonio Izquierdo, Marion & Jim Lowe, Richie Ginther, Josie von Neumann, Cdr. S. M. Decker, Loyal Katskee and Dr. T. Roberto White...

A note says there were 914 paid at the SCCA national at Riverside. Can't be, will check it out... Re the \$10,000 American Intl. Rally, Oct. 13-17: Jorge Labardini-Pancho Figueroa, Mexico City, still seek a sponsor. Ken Bundy, Altdena, available as navigator. Shirley Reitz, Santa Monica, seeks a good navigator and/or sponsor. Well-known Chuck Stevenson and Mary Davis already are in the fold. Don Royer says reason USAC is not sanctioning the event is because they have another event about that time and lack personnel. USAC observers, however, will lend a hand. The Auto Mfg. Assn. has not kiboshed the rally, says it's up to the individual factories to give their OK, since it's not a speed event.

Director Geo. Holland announces more awards--for US & foreign manufacturers, for various engine displacements and best-of-make... A heart attack and other complications took the life of Jack Sullivan, 44, L. A.

(Continued on Page 3)

FRAZER NASH
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West Coast Point Standings

By ERIC HAUSER

POINTS FOR THE GRAND PRIX AT RIVERSIDE ARE INCLUDED IN THESE STANDINGS ALONG WITH ALL PREVIOUS WESTERN RACES FOR 1959.

MODIFIED OVER 2000cc

1. Dick Morgensen	3.0 Ferrari	51
2. Richie Ginther	4.1 Ferrari	47
3. Jack Flaherty	3.8 Lister-Jag	39
4. Bill Krause	4.5 Maserati	33
5. Chuck Daigh	5.5 Chev Spl	20
6. Dan Gurney	4.9 Ferrari	17
6. Carlyle Blackwell	3.8 D-Jaguar	17
6. Josie Von Neumann	3.0 Ferrari	17

CLASS E MODIFIED

1. Sam Wells	Porsche RSK	88
2. Ken Miles	Porsche RSK	60
3. Gordy Glyer	Ferrari	49
4. Jay Chamberlain	Lotus	32
5. Jack McAfee	Porsche RS	17

CLASS F MODIFIED

1. Bob Drake	Cooper	30
2. Joe Playan	Porsche RS	24
3. Don Wester	Porsche	23
4. C. S. Howard	Porsche RSK	20
5. C. R. Haworth	Porsche	17

CLASS G MODIFIED

1. Art Snyder	Lotus	79
2. Jim Lowe	Lotus	35
3. Frank Monise	Lotus	30
4. Jack Reddish	Lotus	28
5. Stan Peterson	Lotus	16

CLASS H MODIFIED

1. Harry Jones	Crosley Spl.	45
2. Bill Mollie	Fairchild	43
3. Don Miller	Miller	18
4. Ed Freutel	Lotus	14
4. Chuck Gounis	Crosley	14

CLASS B PRODUCTION

1. Bob Bondurant	Corvette	43
2. Hugh Harn	Corvette	30
3. Vince Mayell	Corvette	24
3. Fred Grant	Corvette	24
4. Dean Geddes	Corvette	14

CLASS C PRODUCTION

1. Dean Mears	M-B 300SL	55
2. Hap Richardson	Jaguar	31
3. Peter Calkin	M-B 300SL	16
4. Geo. Duncan	Jaguar	12
4. Gail Carver	Jaguar	12
4. Ted Roberts	Jaguar	12

CLASS D PRODUCTION

1. Jack Breskovich	A-H 100S	36
2. Jim Moore	Porsche GT	33
3. D. D. Michelmores	Porsche GT	32
4. John Barneson	Porsche GT	24
5. Al Whitley	Porsche GT	20

CLASS E PRODUCTION

1. Charles Parsons	Porsche	43
2. R. W. Kastner	TR-3	32
3. Ron Bucknum	Porsche	31
4. Lew Spencer	Morgan	28
5. Willie West	Morgan	18

CLASS F PRODUCTION

1. Frank Aldhous	Alfa-Romeo	34
2. John Lumkin	MGA	24
3. Mike Roetner	Alfa-Romeo	23
4. Bob Greenland	Porsche	17
5. Steve Frolines	Alfa-Romeo	16

CLASS G PRODUCTION

1. Dick Hayward	Alfa-Romeo	40
2. John English	Alfa-Romeo	26
3. Steve Dredge	MG	19
4. Marshall Swope	MG	16
5. Ron Cowherd	Alfa-Romeo	15

CLASS H PRODUCTION

1. Jim Parkinson	Abarth-Flat	42
2. Dan Parkinson	Abarth-Flat	32
3. Willie West	Abarth-Flat	31
4. Ray Pickering	A-H Sprite	22
5. Phil Binks	A-H Sprite	14

WOMEN - OVER 1600 cc

1. Barbara Windhorst	Morgan	28
2. Mary McGee	AC Bristol	15
3. Marie Dixon	Maserati	14
4. Lorraine Wood	A-H	13
5. Ginny Sims	Corvette	10
5. Linda Scott	Talbot	10

WOMEN - UNDER 1600 cc

1. Sunny Baker	Porsche	40
2. Mary Davis	Cooper	19
3. Betty Shutes	Porsche	17
3. Prudence Baxter	Lotus	17
4. Katherine Bliss	MG	13

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Vignettes

By Gus V. Vignolle
BONDURANT TOOK CARE
OF JEFFORDS QUITE WELL



(Continued from page 2)
SCCA treasurer, July 29. He was stricken in his hotel while in Riverside for the races. Funeral, Aug. 1, 9 a.m., St. Ambrose Church, with burial at Holy Cross. His wife, Jane, survives the hard-working SCCA officer... Eleanor von Neumann is now the toast among the big-time car owners. She fielded three Ferraris at Riverside--Richie Ginther, winner in the 4.1; Pedro Rodriguez, 3.0, who was doing beautifully in 2nd place when the rear end went out, and Josie, 3.0, who did nobly by finishing (14th) in that abysmal heat. Eleanor got just about all the cars following her divorce from John who now has only the Ferrari "hot-rod"...

Those are club races (El Camino Car Club) at San Luis Obispo, Aug. 9. Some of the Cal Clubbers are giving a hand...

Bum Announcing

Riverside Reflections: The harebrained announcing. Most got a headache from the cacophony. At one point some preposterous clown blurted: "He's stopped! He's looking under the hood! It must be mechanical trouble!" What the hell did he think the guy was doing--changing a tire under the hood?... As usual, the eastern hot-shots are nothing but poop-outs when they come west (which is seldom and lucky for them)... Jim Jeffords may be hot stuff in the midwest and east, but our Bob Bondurant made him look 2nd-rate. Further, Jeffords made anything but an impression. Read Marie Dixon's Pittsville re the Jeffords' protest. Who said he was "catching up" to Bondurant? Actually, he was about half a lap behind and losing two seconds a lap. After Jeffords'



Eleanor J. Sullivan

beef about the retreads, Tom McLaughlin measured his tread and found it less than one-eighth inch, which ain't kosher either.

Pedro Rodriguez had a rugged time trying to get by the Scarab on Sunday, and when the kid did blow him off, Jeffords explained he had "no power"... Since the SCCA, USAC and other race groups are asleep and doing nothing about it, MOTORACING is asking that something be done to keep Art Bunker, a personable guy from Kansas City, from racing anymore. This is offered constructively and for his own good. His fantastic luck cannot hold out. He flipped his Porsche RSK again at Riverside. Short time back he flipped at Meadowdale. He flipped once in Florida in 1955 and it was here, I believe, he lost an ear. In 1956 he flipped in practice at Stillwater, Okla. He flipped at Nurburgring in 1958. Then I saw him flip at either Sebring or Nassau (don't have the time to look it up). Not long ago he came a gnat's eyelash from flipping at Elkhart Lake. Then he flipped at Meadowdale. And now he flipped at Riverside.

What the hell is the matter with these harebrained racing groups to allow him to go on? I just noticed in our own classified section that Art has his RSK for sale. Good! Bravo! I, for one, hope you give it up, Arturo... Talking about nerfing, Van Johnson was killed back east recently after he was rammed from the rear... George Constantine and Fred Windridge, easterners, didn't show at Riverside. Said another eastern pilot at the course: "Constantine is

not about to come out here and make a fool of himself on this long course!"

Cost Him Speed

Warren Bodie, who knows cars, observed that the cooling problem which forced the side of Chuck Daigh's John Edgar Chevy Spl to be opened must have cost him 5 mph on the long straight. It was opened on the left side. That meant it was on the outside on turns, causing more drag... Kiwanis fell 'way down in selling tickets, but they had the audacity to hustle ducats on the way to the course. This was cutting into mustachioed Steve Mason's end...

While they're trying to untangle the Riverside financial woes, the Bd. of Supervisors voted, 5-0, to grant permanent status to the layout; previously it was a two-year conditional status, with the vote then being 3-2... They said Ginther had a 2:05.4 lap, which was the fastest. How does this compare to Daigh's fastest in the Scarab last fall?... Lots of holler over the outlandish, clumsy, Mercury in the GP... My spies report Bondurant may be driving a big Ferrari. He'll go places...

John Luce, SCCA national contest board member, was rejected at tech inspection for failure to have safety belt "T" bolt welded. Car had previous SCCA tech insp. stickers, indicating it had passed scrutineering for previous races... Arleo Gurney leaves Aug. 4 to reunite with hubby Dan, driving for Ferrari in Europe. Their two children, Johnny, 4, and Lyndee, 2, also go. She'll take in the German and Portugal Grands Prix, the Tourist Trophy in England and the Italy GP at Monza... Don't miss the free champagne at Motor Sport Bar the night of Aug. 5 (first of regular "celebrity nights" on Wednesdays). Bill Loadvine says Motor Sport Achievement Award plaques go to Richie Ginther and Eleanor and Josie von Neumann. Double reason to celebrate--it's Richie's birthday... Now that he's out of the Navy, Bill Davis plans to drive a kart to Mexico City...

New Rootes Car

Rootes is coming out with a new 1.5 Sunbeam Alpine sports car in the lower price range... A salute to Seymour G. Laff, reg. exec. of Colo. Reg. of SCCA for being on his toes. Sorry lack of space prevents us from using Buckley race charts...



Ferrari-Then 4 Porsches

(Continued from page 1)
In a way it was an artistic success, but a financial flop, to coin a neat platitude.

Here are the highlights:

Chuck Daigh, of Long Beach, who is rugged all the time, led for the first 16 laps. He went out for a tire check, and Richie took over to lead from the 17th to the 47th and final lap around this 3.275-mile course. Chuck was out less than half a minute and lost only two places.

But later his mount had heating problems. He pitted on the 24th, dropped back a lot, but worked his way back up to take 6th.

Had it not been for spinouts by Miles (turn 8, 2nd lap) and Ricardo (between turns 1-2, 21st lap), there would have been a magnificent duel between these two bitter rivals and chances are they would have made it rather uncomfortable for Weiss in the bigger-engined Porsche.

It was a break (but that's racing), at that, which permitted Weiss, yesterday's SCCA winner, to grab second place.

Pedro Rodriguez, Ricardo's 19-year-old brother, driving another Eleanor von Neumann car (she had three in the race)---a 3-liter Ferrari---turned in a very fine driving effort. There were many who opined he outshone his more famous kid-brother this time.

PEDRO BLOWS

Pedro was booming along beautifully in second place and would have won more dinero for Eleanor but the rear end blew and he was out on the 36th as he flew by the second marker going into turn 8.

In fairness to Ricardo, however, it must be pointed out that new tires proved a handicap during the early part of the race, but as they wore down he handled the car better. He worked his way from 12th on the first lap to 5th on the 36th lap, the position he held at the windup.

Richie won close to \$2500 (including \$100 for fastest qualifier, put up by enthusiast Bill Loadvine of the Motor Sport bistro). Pedro picked up another couple of bills for her, and even Eleanor's daughter, Josie, who turned in a fine effort by finishing 14th in the blistering heat, added another 50 claims for completing 25 laps.

There were 17 finishers. Eighteen did not finish.

Best of the eastern clan was Holbert's fourth. He's from Allendale, Pa.

Weiss' earned the \$1000 prize for numero uno in the un-

RIVERSIDE QUALIFYING TIMES

(Course: 3.275 Miles)	
1. Richie Ginther, 4.1 Ferrari	2:06.06
2. Jim Jeffords, Chevy Scarab	2:06.30
3. Chuck Daigh, Edgar Chevy Special	2:12.32
4. Bill Krause, 4.5 Maserati	2:12.36
5. Pedro Rodriguez, Jr., 3.0 Ferrari	2:13.40
6. Bob Oker, 4.9 Ferrari	2:13.86
7. Ken Miles, Porsche RSK	2:14.07
8. Skip Hudson, 4.9 Ferrari	2:14.73
9. Bob Holbert, Porsche RSK	2:15.29
10. Dick Morgensen, Ferrari T.R.	2:15.77
11. Lloyd Ruby, 4.5 Maserati	2:16.51
12. Sam Weiss, Porsche RSK	2:17.12
13. Wayne Weller, Lister Corvette	2:17.71
14. Josie von Neumann, 3.0 Ferrari	2:17.91
15. Ricardo Rodriguez, Porsche RSK	2:17.96
16. Jack McAfee, Porsche RS	2:18.15
17. Jay Chamberlain, Lotus Mk. 15	2:18.70
18. John Mantz, Mercedes Corvette	2:19.51
19. Art Bunker, Porsche RSK	2:19.93
20. Billy Cantrell, Meyer-Drake	2:21.61
21. Don Hulet, Chevy Special	2:21.82
22. Alan Connell, 3.0 Ferrari Testa R.	2:22.47
23. Bob Bondurant, Corvette	2:22.83
24. Jack Nethercutt, Ferrari T.R.	2:23.40
25. Jack Graham, Aston Martin DB3S	2:23.90
26. Stan Peterson, Lotus Mk. XI	2:24.14
27. Bob Murphy, Lincoln Special	2:26.43
28. Art Snyder, Lotus LeMans	2:27.29
29. Bill Strobe, Mercury Rdstr.	2:28.74
30. Duane Carter, Maserati	2:28.92
31. Loyal Katske, Ferrari Monza	2:29.48
32. Harry Hanford, OSCA	2:32.74
33. Phil Carter, Talbot Lago	2:33.19
34. Bob Chalmers, Lotus Mark IX	2:43.28
35. Akton Miller, Devin-Olds Special	(no time)

der-2-liter class. But the gelt allegedly did not wind up in Sammy's pockets to avoid the boot from the SCCA in amateur competition. We don't know who collected the moola.

BUNKER FLIPS

Art Bunker, of Kansas City, Mo., in a flamboyant Porsche RSK, flipped on lap 28 going into

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turn 8. He was uninjured. His flipping was no surprise. It seems this has happened to him four or five times, most recently at Meadowdale last May 31.

He said his brakes locked on him and he ran out of road.

Actually, he was pressing. He was 29th the 1st time around, and one lap before he flipped he was 15th.

Now that Ginther is driving for Eleanor von Neumann, he is behind the wheel of good machinery. It appears he is no longer in the position of paying the way for John von Neumann, then hold back while the boss busts out in front.

Richie was always in it. He was never too far behind Daigh. That unimpressive-looking Edgar Chevy looked much like the old Troutman-Barnes Spl. Daigh piloted before he joined the Scarab entourage. This machine flew.

The early going saw Daigh followed by Ginter, Bill Krause, (4.5 Maser), Jim Jeffords, the Milwaukee hot-shot who now tools a Scarab bought by a Chicago Chevy firm; Pedro Rodriguez and the pint-sized Weiss.

(Continued on page 6)

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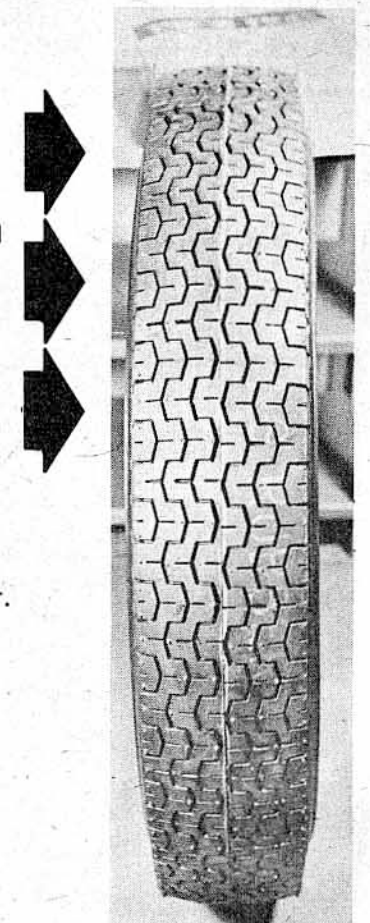
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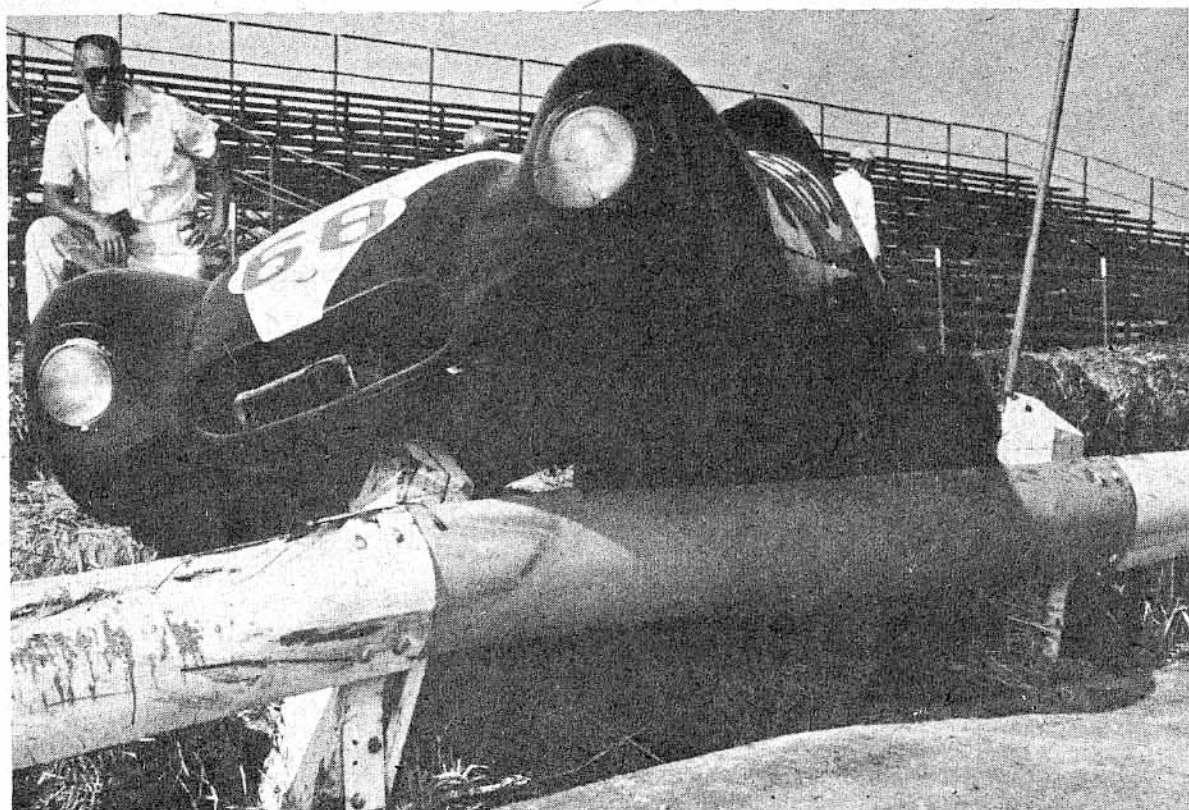
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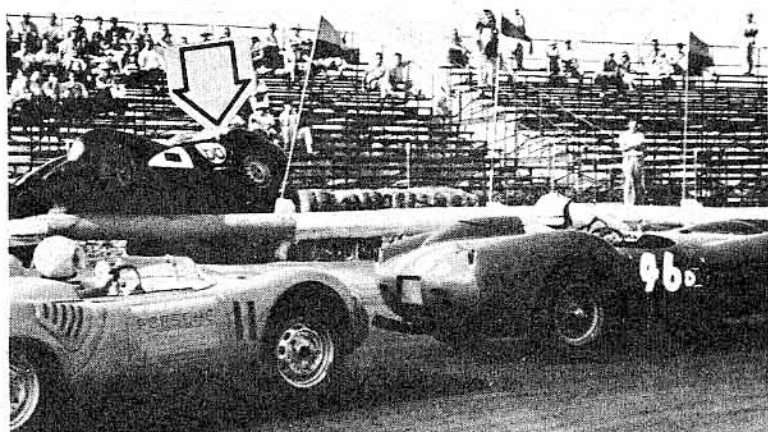
★ Top Photo Coverage of Riverside 1



JACK FLAHERTY'S Lister Jag shot over guard rail going through turn 6 in SCCA national race at Riverside. He blasted over backwards after car's rear end broke loose. Unhurt, Flaherty had been duelling with Alan Connell (Ferrari) for 4th. Accident came on 14th lap. (Photo by Jack Brady).



THROUGH THE esses into turn 6, Richie Ginther leads Bill Krause, Maserati; Skip Hudson, Ferrari; Bob Oker, Ferrari; Pedro Rodriguez, Ferrari; Ken Miles, Porsche; Bob Holbert, Porsche; Sam Weiss, Porsche; Ricardo Rodriguez, Porsche; Lloyd Ruby, Maserati, etc. Action



DICK MORGENSEN, Ferrari, leads Bob Holbert, Porsche, in SCCA national. They finished 2-3 behind Sam Weiss. Note Flaherty's Lister Jag (arrow) on guard rail. (Photo by Jack Brady)



SCCA SMALL modified car race finds Art Snyder leading Jack Reddish. Order was reversed at finish. Both drove Lotuses. Car off course (arrow) is Jim Eichenlaub's OSCA. (Photo by Bill Norcross)



FINE EFFORT at Riverside was turned in by Josie von Neumann in Ferrari, only woman pilot entered. (Auto Graphic Agency photo by Marvin Reichler)

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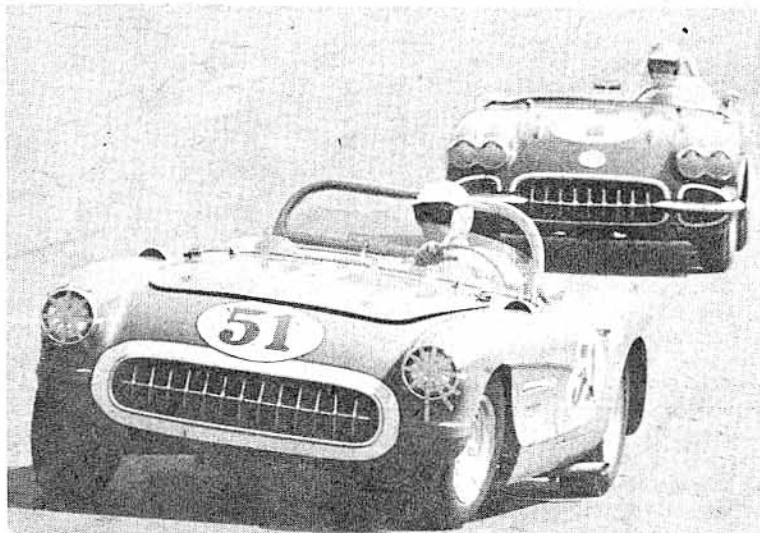
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START OF USAC Kiwanis Grand Prix shows Chuck Daigh blasting out in front ahead of Jim Jeffords and Richie Ginther. (MOTORACING photo by W.R.C. Shedenhelm)



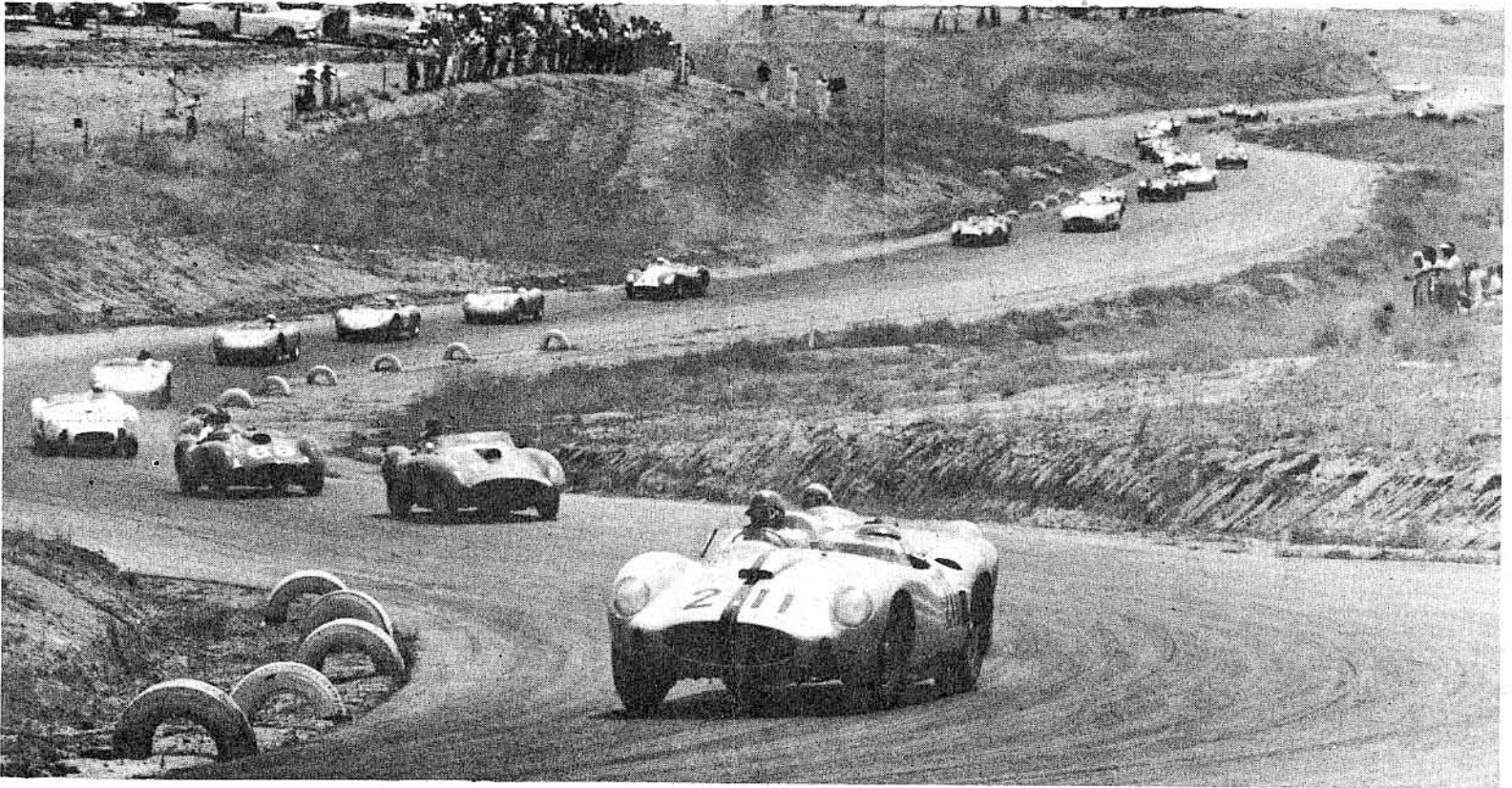
COSTLY SPIN--That's Ken Miles off the road on 2nd lap at turn 8. It cost him about nine positions to 17th place, but he came back to finish 3rd overall in Porsche RSK. Going by are Skip Hudson and Lloyd Ruby. (Photo by Lee Burckhardt.)



REAL COMER Bob Bondurant wallops eastern biggie Jim Jeffords in Saturday's SCCA big production car race. Bob won handily. Here they enter turn 6. (Photo by Bill Norcross)

JULY 24-31, 1959

e of Riverside Race Action ★



THROUGH THE esses into turn 6, Richie Ginther leads Bill Krause, Maserati; Skip Hudson, Ferrari; Bob Oker, Ferrari; Pedro Rodriguez, Ferrari; Ken Miles, Porsche; Bob Holbert, Porsche; Sam Weiss, Porsche; Ricardo Rodriguez, Porsche, Lloyd Ruby, Maserati, etc. Action

was on lap 1, and Chuck Daigh, Edgar Chevy Spl, and Jim Jeffords, Saab, already had gone by. (Photo by Robert P. Tronolone).

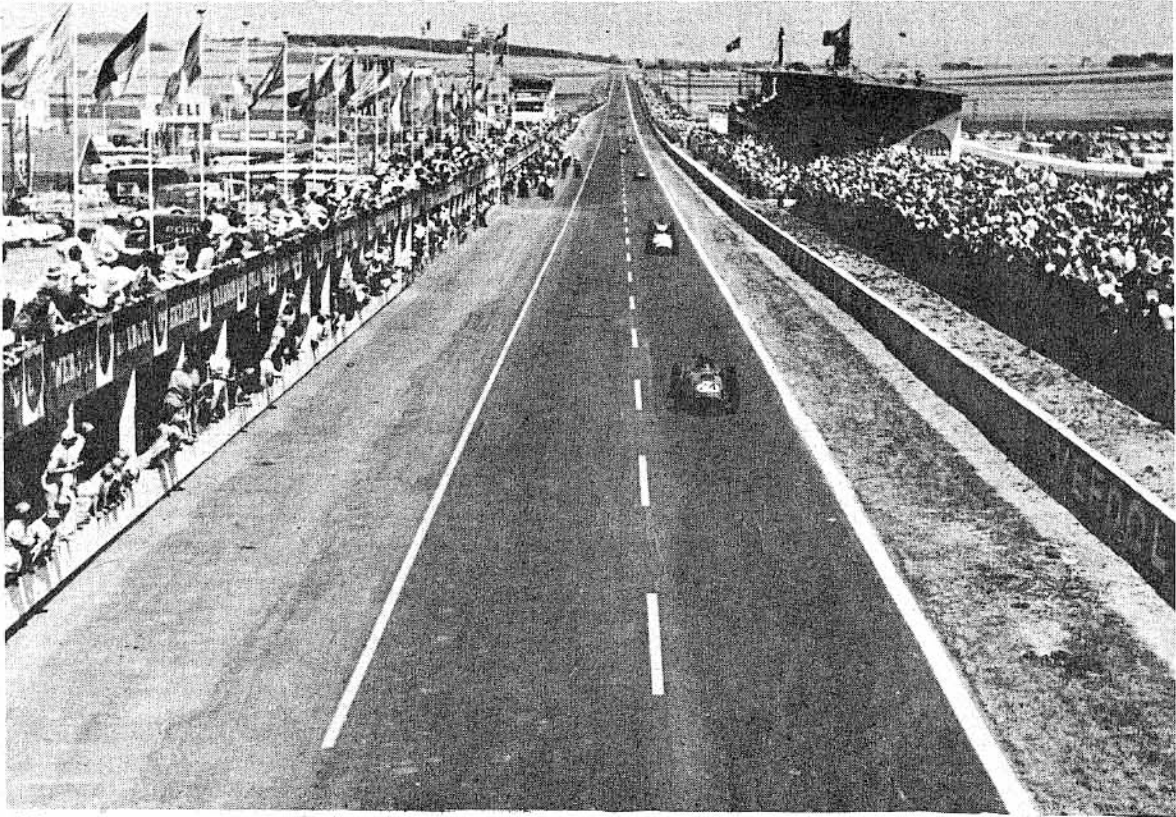
Race Action

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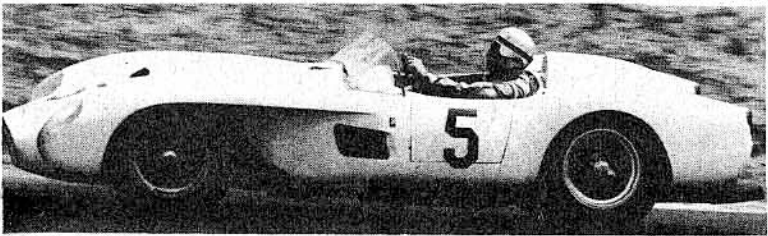
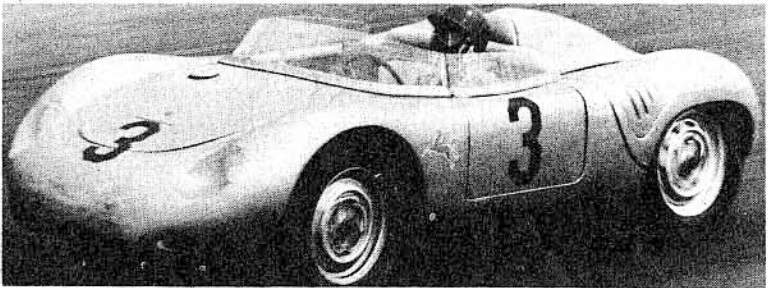
With Manney at Reims



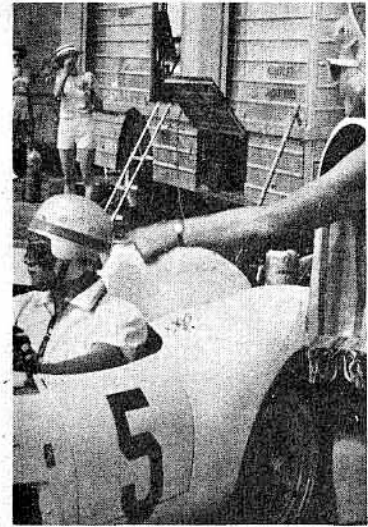
was on lap 1, and Chuck Daigh, Edgar Chevy Spl, and Jim Jeffords, Saab, already had gone by. (Photo by Robert P. Tronolone).



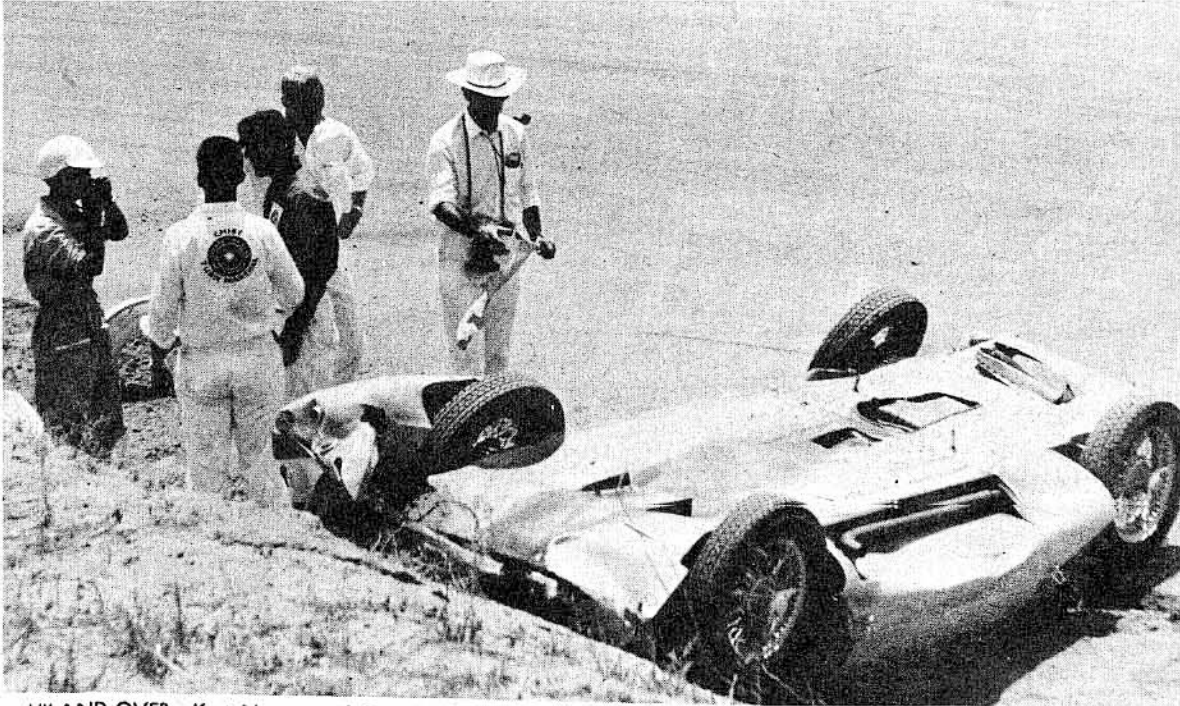
TONY BROOKS pulls his Ferrari out in front past the stands in French Grand Prix at Reims. Following the winner in 1st lap here are Stirling Moss, BRM; Masten Gregory, Cooper; Phil Hill, Ferrari, and Jack Brabham, Cooper. (MOTORACING photo by Henry N. Manney, III)



INTERNATIONAL FLAVOR was given the Riverside \$10,000 150-miler by appearance of two Mexican teenage stars, Ricardo Rodriguez, 17, top, 5th overall in Porsche RSK, and his brother, Pedro, 19, who was in 2nd place when Ferrari's rear end gave out. (Photos by Robert P. Tronolone).



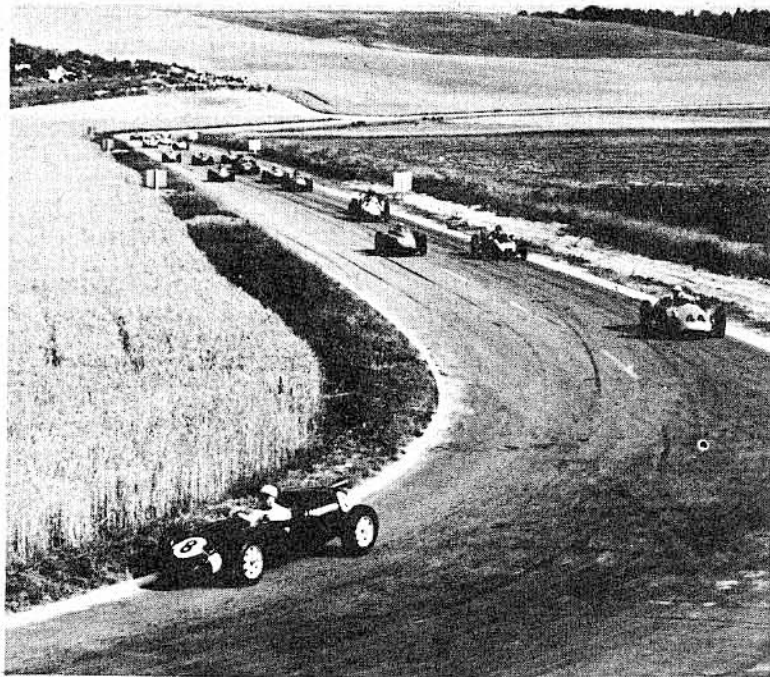
← 'THAT'S MY boy,' says Eleanor von Neumann, one of whose three Ferraris was driven by Pedro Rodriguez. (Photo by Ron Ferreira).



UP AND OVER--Kurt Neumann, left, escaped injury after flipping his Lotus going into turn 6 of SCCA race for small modifieds at Riverside. (Photo by Bill Norcross)



FIELD SNAKES out of the esses into turn 6, where packed grandstands caught the action. Following pack here are Josie von Neumann (112) and Bob Bondurant (51). (MOTORACING photo by George Woods).



ACROSS THE flat and scorching plains of Champagne in the 1st lap of F2 race at Reims, Moss leads in Cooper. Then come Bonnier, Porsche; Gregory, Cooper; Hermann, Porsche; Mc Laren and Schell, Coopers; Allison, Ferrari, etc. (MOTORACING photo by Henry N. Manney, III)

Top Photo Coverage

On the front cover, Page 1 and this double-truck layout appears the top work of nine photographers who covered the SCCA national and USAC pro races at Riverside, Calif., and the Grand Prix of France at Reims.

Four are MOTORACING staff photographers--Henry N. Manney III, who covered the European race, and George Woods, W.R.C. Shedenhelm and Editor Gus V. Vignolle, who shot the Riverside races.

Additionally, photos were taken at Riverside by such top photogs as Bill Norcross, Jack Brady, Marvin Reichler (Auto Graphic Agency), Robert P. Tronolone and Lee Burckhardt.

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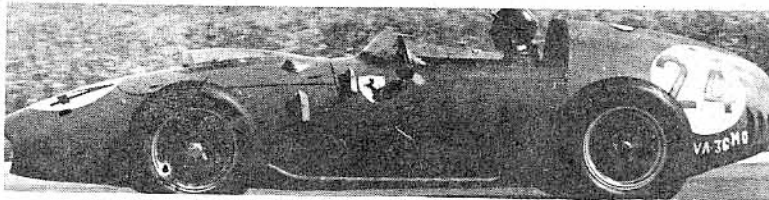
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FRENCH GP victor Tony Brooks in Ferrari. Note air scoops all open and mag cooling scoop. (MOTORACING photo by Henry N. Manney, III).

SCCA Race Charts

SCCA NATIONAL RESULTS
LOS ANGELES REGION
Riverside--July 18, 1959
Course--3.275 Miles

RACE 1 -- Prod. F, G, H, I. 15 laps, 49.125 mi.
Time: 37m46s. Avg: 78.01mph.

Pos.	Secs.	Behind	Driver	Car	Class
1	--		Parsons	Por Carr	1F
2	14		Barneson	Por GT	2F
3	55		Herrick	Por GT	3F
4	85		Keatinger	Alfa	1G
5	94		Hathaway	Alfa Vel	2G
6	95		Roetner	Alfa SS	3G
7	145		Aldous	Alfa SS	4G
8	150		Bird	Por Carr GT	4F
9	1L30		Weller	Alfa Vel	5G
10	1L38		Froines	Alfa Vel	6G
11	1L82		D. Parkinson	Flat Ab	11
12	1L103		J. Parkinson	Flat Ab	2T
13	1L109		Mackey	Alfa Vel	7G
14	1L148		Heppenstall	Deutch B	1H
15	1L149		Webb	Deutch B	2H
16	1L152		Kirby	Porsche	5F
17	1L154		Hosch	Alfa SS	8G
18	2L14.5		English	Alfa	9G
19	2L31		West	Fiat A Z	3I
20	2L36		Grossman	AH Sp	3H
21	2L85		Bliss	MGA	6F
22	2L80		Sutton	Flat Rdst	4I
23	2L84		S. Dredge	MGTC	10G
24	2L110		Coleman	MGT	7F
25	2L111		Cooper	AH Sp	4H
26	2L112		Randolph	AH Sp	5H
27	2L135		Cooke	AH Sp	6H
28	3L44		Schoolcraft	AH Sp	7H
29	3L69		O'Neill	AH Sp	8H

DNF: Michelmere, Por GT; Moar, MGA; Mancini, MGTD; Odel, Por Carr; Patterson, Elva Cou; Brown, MGA; Patton, Alfa; Cunningham, AH Sp; Cowherd, Alfa Glul.

RACE 2 -- Mod. G, H, I. 15 laps, 49.125 mi.
Time: 36m41.9s. Avg: 80.4

1	--	Reddick	Lotus Mk 9	1G
2	10	Snyder	Lotus	2G
3	44	J. Lowe	Lotus II	3G
4	58	S. Peterson	Lotus II	4G
5	80	M. Lowe	Lotus II	5G
6	1L85	H. Jones	Lotus Cros.	1H
7	1L71	Molle	Fairchild Sp	2H
8	1L97	S. Jones	Lotus LeMans	6G
9	1L135	Freutel	Lotus Fiat	3H
10	2L50	Dean	Panhard Spl	4H
11	3L38	Peterson	Fageol Spl	5H

DNF: J. Pigott, Cooper; Eichenlaub, Osca; Neumann, Lotus; Ross, Lotus Cl.

RACE 3 -- Women, 10 laps, 32.75mi.
Time: 25m12s. Avg: 78.

1	--	Lowe	Lotus II	1Gm
2	1	Shutes	Porsche RS	1Fm
3	72	Baxter	Lotus II	2Gm
4	89	Galloway	Lotus Mk X	1Em
5	109	McGee	AC Bristol	1Ep
6	182	Wilson	AC Bristol	2Ep
7	183	Windhorst	Morgan P14	3Ep
8	1L39	Baker	Por Sup	1Fp
9	1L105	Warren	Alfa	1Gp
10	1L181	Bliss	MGA	2Fp
11	1L189	Reitz	AH Sprite	1Hp
12	2L15	Mancini	MGTD	2Gp
13	2L59	Weber	TR 3	4Ep
14	2L115	Nelson	Aus H.S.	2Hp
15	2L117	Stadel	MGTD	3Gm

DNF: Sims, Corvette.

RACE 3A -- Form. III, 10 laps, 32.75mi.
Time: 24m14s. Avg: 81.01

1	--	Roth	Cooper Mk 7/8	
2	31	Wenz	Cooper	
3	36	Morrow	Cooper Mk 9	
4	1L49	Eglinton	Kleft	
5	1L85	Oliver	Cooper Mk 5	
6	1L87	Nichols	Cooper	

DNF: Parmelee, Fairchild; Korst, Cooper Mk 10; Webber, Special Java Triumph.

RACE 4 -- Prod. over 1500cc. 11 laps, 36.02mi.
Time: 30m6s. Avg: 71.8
(No times recorded per instructions of starter)

1		Bondurant	Corvette	1F
2		Jeffords	Corvette	2B
3		Geddes	Corvette	3B
4		Gaskins	Corvette	4B
5		Mears	300S1	1C
6		Thorgrimson	Corvette	5B
7		Masse	Corvette	6B
8		Parsons	Por. Car.	1F
9		Barneson	Por GT Car	2F
10		Duncan	Jaguar	2C
11		Steele	AC Bristol	1E
12		Michelmere	Por GT Car	3F
13		J. Parkinson	MG twin cam	4F
14		Hornsey	AC Bristol	2E
15		Barker	AC Bristol	3E
16		Herrick	Por GT Car	5F
17		Kastner	TR 3	4E
18		Spencer	Morgan P14	5E
19		Frank	Corvette	7B
20		Bird	Por GT Car	8F
21		Richardson	Jag XK120	3C
22		Quick	Jag XK150S	4C
23		G. Jones	Jag XK120	5C
24		Schorken	AC Bristol	6E
25		Gibson	AusHealy 100s	1D

DNF: Towers, AC Bristol; Conklin, Corvette; Schilling, Austin H; Hoffman, Corvette; Mayell, Corvette; Grant, Corvette.

RACE 5 -- Mod. over 1500cc. 20 laps, 65.3mi.
Time: 45m18.5s. Avg: 88.7

1	--	Weiss	Por RSK	1E
2	9	Morgensen	Ferr TR	1D
3	14	Holbert	Porsche	1F
4	42	Connell	Ferr Rd	2D
5	139	Bunker	Por RSK	2F
6	1L19	Becker	Ferr TR	2E
7	1L89	Timanus	Lotus MkX	3E
8	3L70	Skilling	Por Spl	3F
9	3L Plus	Challiman	Lotus MG	4F
10	7L28	Enbank	Talbot Lago	1C
11	10L Plus	Budarin	Hagemann Spl	1B

DNF: Stroppe, Mercury; Monise, Willmet; Dexter, Porsche 550; Flaherty, Lister Jag; McAfee, Porsche RS; Kunstle, Ferrari Lotus; Florence, Ferrari.

Riverside SCCA

(Continued from page 1)

sa) and Bob Holbert (RSK), and that is where they stayed, taking the checkered flag in that order. Morgensen was 9 seconds back, and Holbert 5 seconds behind him. Weiss averaged 86.7mph for the 65.3 mi. race.

On the first lap Jean Pierre Kunstle, in his new 2-liter Ferrari-engined Lotus, was challenging Holbert's 3rd spot as they roared down the 5,600-foot back straight. Spectators, watching for Kunstle's tail lights as he flashed past the shutoff markers before the short-radius, high banked turn 9 saw him go nearly to the last marker before he hit the brakes.

The car swung high up the banking and plowed into the guard rail, smashing the bodywork into the left front tire. With the red Lotus still jammed against the rail, Bill Stroppe drove his huge Mercury convertible into the turn too fast and spun up the banking to miss Kunstle by a car length. Neither driver was hurt and Kunstle's Lotus, although it did not race the rest of the weekend, was not severely damaged.

The major battle was between Alan Connell (Ferrari) and Jack Flaherty (Lister Jag) for 4th, with the lead changing several times during the early laps. On the 14th lap Flaherty screamed up through the esses after Connell, broke the rear end of the Lister loose going through turn 6 and shot over the guard rail backwards. Neither Flaherty nor the car was seriously hurt.

The race for big-bore production cars had 11 Corvettes in the 31 starters, with Jim Jeffords (Corvette), National SCCA high-point driver, on the pole position alongside Dean Mears (300SL) and Skip Conklin in his first Corvette ride. Conklin, a leading Lotus driver, led the pack into turn 1, followed by Mears and Jeffords.

At the end of the first lap, Jeffords went deeper into turn 9 and passed Mears, taking second spot. On the 2nd lap the three lead cars went into the sharply hairpinned turn 7 in a bunch, with Conklin on the outside. His Corvette drifted wide, went off the pavement, dug its right front wheel into a roadside ditch and flipped over twice.

Conklin opened his seat belt on the first roll and was thrown out of the disintegrating fiberglass car. His injuries included a broken finger, a cut hand and several sprains.

Bob Bondurant (Corvette) who had been running 4th, moved past the

(Continued on page 7)

Ginther Victor

(Continued from page 3)

After five laps, four seconds separated Daigh and Ginther, and after the former went out the first time, most of the savvy chaps reckoned correctly that it was a shoo-in for Ginther.

It is certain that Miles would have hounded Ginther in the later stages, just as he did last April at Avandaro, Mexico, when Richie blew and Miles finally won.

Miles' surge after he went off the road in the 2nd tour was remarkable. From 17th spot he gained 14 positions against a lot of heavy iron in the course of 45 laps.

He was 8th by the end of the 20th whirl, with Ricardo just ahead of him. Shortly after, the Mexican lad lost it and Miles whistled by him.

Weiss' climb was just as phenomenal even though he had more power. He was 9th after the first time around. He was duelling fiercely at this juncture with Holbert, but blew him off before the 10-lap mark.

At the end of 20 laps Sam was 5th, followed by three other Porsches--Holbert, Ricardo and Miles. Ten laps later he was 3rd, led by only Ginther and Rodriguez. Then Pedro went out on the 36th and Sam shot into 2nd staying there until the finish.

Miles passed Holbert on the 35th, and now, with the exception of Ginther, it was a Porsche parade -- Weiss, Miles (15-20 secs. behind the Sacramentan), Holbert and Rodriguez. Then came the faltering Daigh and Morgensen, who was given a Chihuahua count when they placed him 9th instead of 7th, where he rightfully belonged and where he wound up.

Ginther stroked it the last lap or so, but the mikelowns would have you believe the 4.1 Ferrari was blowing up. Richie had it in the bag; he was just taking it easy.

At the finish, Richie said he had 100 more miles left in tires. Fantastic!

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Rally 'Round

With Duane and Jerrie Sparks

Well, we're now right in the middle of the 1959 rally season. The fare being offered during the next couple of months should be enough to satisfy the appetite of the most avid enthusiast. Starting off with SCCA's EL CAMINO REAL on Aug. 8-9, on to Santa Monica FCCA's DE ORO on the 15-16, then up to Fresno on the 22-23 for the NIGHT WATCH. After that in rapid succession come AHOC's open rally, Southwest's NO SNAILO, Rallymasters' SCRATCH ONE and Douglas' DESERT, all leading up to the classic of them all, the AMERICAN INTERNATIONAL on Oct. 13-17.

Every rallyist will find much to his liking in this selection of top flight events. Personally, I wouldn't miss one of them for anything.

A more or less representative group of challenging situations was offered to a select gathering of 46 entrants on AHOC's SUNDOWN rally, the SCCSCC championship event for July. There was a little of everything in this rally, which was well balanced so far as drivers' and navigators' duties were concerned. A glance at the accompanying chart of results shows that Chuck Meredith was successful in his efforts to spread total errors fairly evenly, with only one car coming in under one minute.

A FINE EVENT

Although our performance was very poor, we felt it was a fine event and especially enjoyed the occasions when the proverbial search for signs in the darkness made the speeds quite brisk. Fourth driver Russ Smith and fifth finishers Julie Dearth and Betty Hill thus become new eligibles for the PRO club.

Before leaving the SUNDOWN as a topic for discussion, how about that sign that "fell" down during the event? 'Spose there's any connection between that and the Ash St. sign on last year's Sierra? Some gremlins, huh?

Championship point standings have suddenly developed into quite a close race, with Dick Coulter and Stan Johnson fighting it out at 126 points each with three events to go yet this year. Both have scored in each rally, therefore both must discard their two worst scores in arriving at the total which counts for year

At this time Dick has a slight edge, since he would discard a 12 and an 11 against Stan's 12 and 16. But a lot can happen yet. For instance third-place driver Ron Jones has already eliminated two events this year, and thus may count any points he earns for the balance of the year to add to his 101, while last year's champ Tom Higgins is in the same boat with 93 points.

SOME NEW NAMES

Among the navigators Al Nesbitt, 118, will be hard pressed by Al Sorensen, 104, since Nesbitt must discard a 10 and 11 compared with Sorensen's 12 because the latter failed to score on the Wheeler Bounce. Also third and fourth place navigators Dick Lovell and Jack Carlson both have two blanks in their score column and can go all out to catch the front runners on the remaining events. Meanwhile there are some new names among the top 10 as a result of the SUNDOWN. Bob Piercy moves into 9th driver spot, and Bob Cole and Larry Harris move up to 7th and 8th navigators.

Rallymasters Spike Lantz and Al Freudenberg of the Formula Four club in Vallejo forwarded the results of their RALLY A LA CARTE. Winners with 20 seconds error were Homer and Phyllis Banks of Clock and Dial, with Homer Richardson and Jim Doyle of Twin Valley SCC second at 23 seconds and GOLDEN WEST rallymaster Gene and Doris Hammond third with 24 seconds.

MODESTO RESULTS

Modesto SCC sent along the results of their PASO DE LAS SIERRAS rally which drew nearly 70 entrants last week. This one was captured by Ted Sparks and Mike Goodwin with 1:03, followed by Stefanie and Gil Leppelmeyer and Dan Patterson and Isabel Blandford of Twin Valley SCC with 1:23 and 1:35. The Banks took 6th on this one.

Don't forget Ram Triangle SCC's Grand Prix championship slalom on Aug. 2 as a change from concentrated rally activity. It will be held at the Stonewood Shopping Center, Firestone and Lakewood, in Downey with an entry fee of only \$2 for 2 runs. Call Fred Church, OXford 5-0032 for further info.



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Riverside SCCA

(Continued from page 6)

been running 4th, moved past the leaders on turn 9 of the 2nd lap and led the field until the race was stopped on the 13th lap after Tom Frank flipped his Corvette coming out of turn 3. He was not injured, but the fiberglass Corvette was destroyed. The leaders, at the time of the red flag, were Bondurant, Jeffords and Dean Geddes (Corvette).

The small modified race was almost entirely a Lotus event, with 10 of the 15 starters Lotuses of one model or another. The first laps were a tight battle for the first 3 positions, with Art Snyder taking the lead, and Jack Reddish and Kurt Neumann fighting for 2nd.

On the fifth lap Neumann took 2nd down the back straight, but spun the Lotus going through turn 9, dropping back to 4th. Trying to make up time through the esses, he hit the bank coming into turn 6 and flipped the car end over end, landing upside down across a shallow ditch.

The first race of the SCCA amateur event started 38 F, G, H, I and J class cars, with the Porsche Carreras sweeping the field. D. D. Michelmores, always a contender in his Carrera, dropped out early with a broken throttle linkage. Holding the lead from the start, the race was won by Charles Parsons, followed by John Barneson and Steve Herrick.

MIDGET SURPRISES

LIME ROCK, Conn., July 25--Rodger Ward, the Indy 500 winner, surprised here today by taking a USAC \$5000 Int. Formula Libre race in a 1.7 Offenhauser midget.

Next came Chuck Daigh, GP Maserati; Pedro Rodriguez, 3.0 Maserati sports car; John Fitch, new Cooper Monaco. Lance Reventlow, F2 Cooper, was 7th.

MOSS TRIUMPHS

CLERMONT, France, July 26--Briton Stirling Moss captured the Auvergne GP here today in a Cooper Borgward. He averaged 76.631mph. Accidents resulted in injuries to Ivor Bueb (broken ribs) and Bruce Halford (broken hip).

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Jeffords Cleans Up In Colorado Nat'l.

By TOM WILSON

AURORA, Colo., July 12--The SCCA national races here this weekend proved to be a Jim Jeffords benefit affair. The Milwaukee driver was a double winner with little competition to press him.

He drove the ex-Reventlow Scarab to walk off with the 100 mile main event. Only Dan Collins, in the Charley Hughes 250 Ferrari Testa Rossa, pushed him. Jeffords had things his own way and set a lap record of 104mph on the four-mile nine-turn Buckley Field course. The chart listed the winning average speed as 98.3mph.

Jay Chamberlain chased the leaders in with the 2-liter Lotus, but he did not have enough horses to catch the bigger machines.

DONNER WINS

Bobby Donner, the Colorado Springs driver, took his RSK Spyder into the first spot in the small-bore for modifieds. Chuck Howard put up a gallant fight, even leading at one stage, but his final spin on turn nine decided the issue without a doubt and Donner romped home free and easy. Donald Berlin, the RS Spyder pilot from New Mexico, was second, followed by Pat Pigott, Lotus Le Mans. The chart again showed the high winning average speed of 91.6mph for eight laps.

With a flock of Lotuses for competition, the sensation of the small-bore was a class G Lola driven by A. M. Ross of Chicago, fourth overall. He stayed well out in front in class G, with Tom Newcommer and the Kansas Lotus very secure in the second spot.

The big-bore production race was another Jim Jeffords benefit with the "Purple People Eater" Corvette scoring handily as Hugh Harn and Dean Geddes fought it out for the balance of the silver. Harn finally pulled away for the second place silverware, but it was one of the few close hassles of the day's racing. Geddes ended up with most of the Corvettes' innards dangling from wires. Winning speed was 88.7mph.

The small-bore 15-lap production race was won in a breeze by the Mike Collins Carrera when the much heralded duel with Don Dickey

failed to materialize, after the latter's Carrera blew up in a preliminary race. John Brophy, of Salt Lake, came in for the second spot. Top average speed: 86.1 mph.

The women's race was won by Patsy Randle, driving a Porsche, RS, with the Prudence Baxter Lotus second and Edna Sherman taking third with an Alfa.

The long, fast, four-mile course took a terrific toll in cars, although there were no serious accidents, other than the usual fender-benders. The boys did not seem to realize that there is a limit and many cars blew due to the over-revving. The Jeffords Scarab 104 mph lap record is probably a U.S. road race mark.

A paid gate of 12,000 completed the successful program and Chairman Roy Winkelmann with Regional Executive Seymour Laff hope to make the race an annual event for the Colorado region of SCCA.

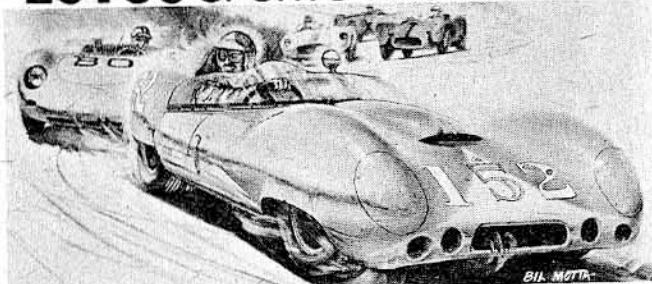
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





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